

records reveal that, by 1 January 1923, her permanent duty station and base of operations was Sault Ste. Marie, Mich. On 6 November of that year, *Advance* was renamed *AB-1*. On 27 May 1924, the motorboat suffered a gasoline explosion, burned, and sank at Sault Ste. Marie. Raised and repaired, she returned to active service by 20 August 1924. Four days later, she departed Sault Ste. Marie and proceeded to Chicago, Ill. *AB-1* spent the next 38 months based at Chicago and finally headed back to Sault Ste. Marie on 15 October 1927. She apparently passed the remainder of her Coast Guard career there. Her name disappeared from the Coast Guard register in 1940.

IV

(Tug: t. 167 (gross); l. 107'6"; b. 22'8"; dr. 11'5"; s. 11 k.; cpl. 14)

In June or July 1918, the fourth *Advance* (Id. No. 3057)—a tug built in 1912 at Solomons Island, Md., by M. M. Davis—was acquired by the Navy from A. J. Taylor & Bros., Washington, D.C., and was placed in commission on 27 July 1918. For the duration of World War I, she served as a patrol vessel assigned to the 5th Naval District and was based at Norfolk, Va. Following the end of hostilities, she became a harbor tug at Norfolk and remained so employed for the rest of her Navy career. She was designated YT-28 on 17 July 1920 when the Navy adopted the alphanumeric system of hull designations. *Advance* remained active at Norfolk until 7 June 1933, when she was decommissioned and berthed at the Philadelphia Navy Yard. Her name was struck from the Navy list on 12 December 1933; and she was sold to Mr. Martin J. Carroll, Brooklyn, N.Y., on 14 June 1934.

On 17 May 1941—while still on the building ways—*Advance* (AMc-62) was renamed *Adamant* (AMc-62) (q.v.).

V

(AMc-63: dp. 185; l. 97'1"; b. 22'0"; dr. 9'0"; s. 10.0 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Accentor*)

The fifth *Advance* (AMc-63) was laid down on 12 April 1941 at Greenport, Long Island, N.Y., by the Greenport Basin & Construction Co. as *Aggressor*; renamed *Advance* on 23 May 1941; launched on 28 June 1941; sponsored by Miss Mary R. Gillespie; and placed in service at the New York Navy Yard on 10 October 1941, Lt. Walter E. Goering, USNR, in charge.

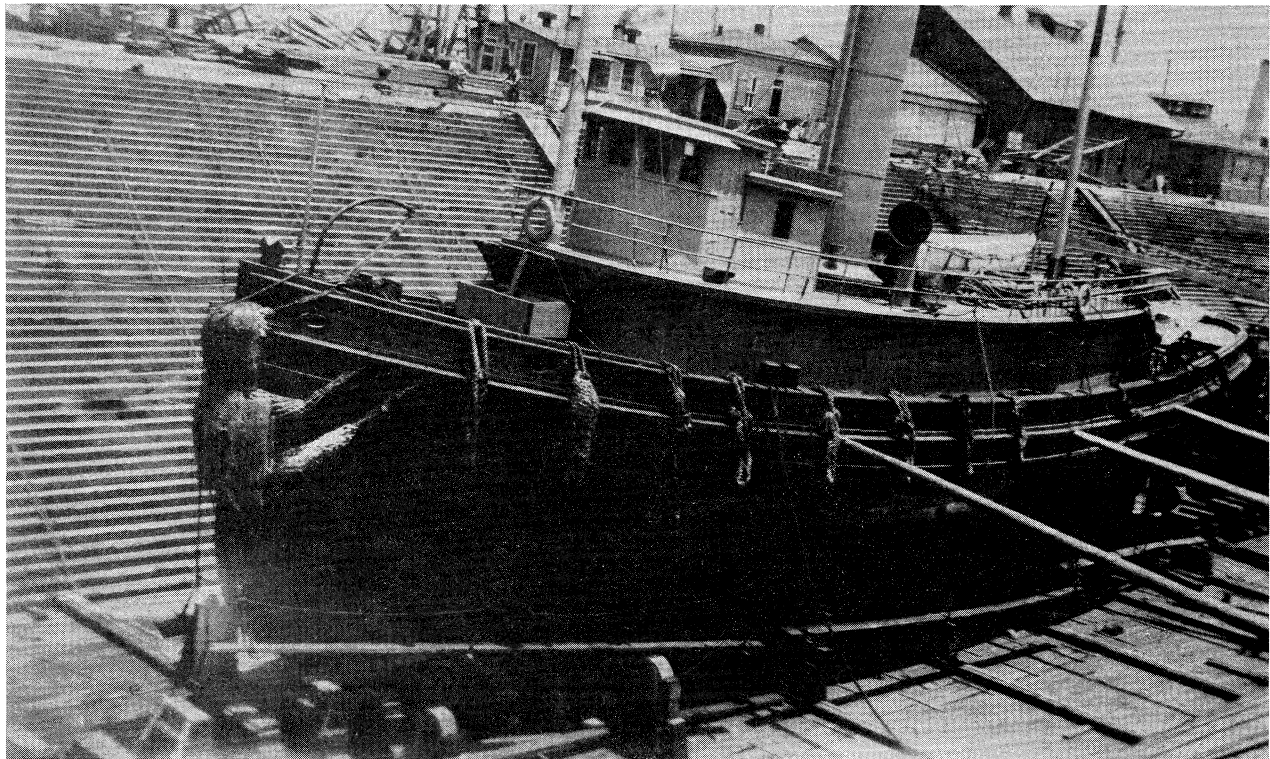
The coastal minesweeper completed her outfitting at Brooklyn and moved south to Norfolk, Va. After mine detection and sweeping training under the auspices of the Naval Mine Warfare School at Yorktown, Va., *Advance* began operations with the forces assigned to the Commandant, 5th Naval District. Based at Little Creek, Va., she served directly under the Commander, Inshore Patrol, 5th Naval District. That duty lasted until late May of 1944 when she was reassigned to the 1st Naval District. She operated along the New England coast until the middle of June 1945. At that time, she returned briefly to Norfolk before continuing on to Charleston, S.C., in July. There, the minesweeper reported to the Commandant, 6th Naval District, for disposition. On 6 December 1945, she was placed out of service and berthed in the Wando River. Her name was struck from the Navy list on 3 January 1946, and she was sold for scrapping on 3 March 1947 to Mr. Lloyd Lambert, of Baltimore, Md.

VI

(MSO-510: dp. 750; l. 173'; b. 36'; dr. 14'; s. 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg.; cl. *Acme*)

The sixth *Advance* (MSO-510) was laid down on 28 June 1955 at Boothbay Harbor, Maine, by Frank L. Sample, Jr., Inc.; launched on 12 July 1956; sponsored by Mrs. Allen H. Sturges; and commissioned on 16 June 1958, Lt. Coleman T. Brown in command.

The minesweeper completed her outfitting in Boothbay Harbor and, after a stop at Boston for additional preparations, headed south for Charleston, S.C., near the end of the second week in July. She arrived at that port on 15 July and conducted four weeks of shakedown training. On 12 August, the ship began the long passage to the west coast and her permanent assignment.



Advance (Id. No. 3057), drydocked at the Norfolk Navy Yard in the 1920s. She appears to be painted in the two-tone color scheme common to such yard craft. (NH 100576)

She made stops at Key West, Fla., and at Havana, Cuba, before transiting the Panama Canal late in August. She entered port at Long Beach, Calif., on 7 September. For the remainder of 1958, the minesweeper engaged in various training missions out of Long Beach. The year 1959 began with her carrying out more of the same type of duty, along with various Pacific Mine Force competitions and inspections. On 1 April 1959, *Advance* entered the Long Beach Naval Shipyard for post-shakedown availability and extensive modernization work to her main propulsion plant.

The minesweeper resumed local operations in the fall of 1959 and continued to be so engaged until late in the summer of 1960. On 31 August of that year, she stood out of Long Beach for her first deployment to the western Pacific. She made stops at Pearl Harbor and at Midway Island before arriving in Yokosuka, Japan, on 28 September. For a little more than four months, *Advance* conducted training operations with other ships of the 7th Fleet as well as with units of the navies of Taiwan and Korea. She also visited various Korean, Japanese, Taiwanese, and Philippine ports. On 11 February 1961, the ship stood out of Subic Bay in the Philippines in company with the other ships of Mine Division (MinDiv) 92 bound for the United States. After stops at Guam, Midway, and Pearl Harbor, she arrived back in Long Beach on 25 March. Early the following month, the vessel entered a civilian shipyard at Long Beach for post-deployment repairs. In May, she resumed operations along the west coast with units of the 1st Fleet.

Advance continued that employment over the next 14 months. She embarked upon her second deployment to the western Pacific on 2 July 1962 and arrived at Subic Bay on 13 August. During the following two months, she made goodwill stops at various islands in the Philippines. In mid-October, the minesweeper moved to Okinawa where she participated in the 7th Fleet's Exercise "Lone Eagle." From there, she steamed to Sasebo, Japan, for a series of repairs which included the replacement of her port outboard main engine. On 5 December, the ship stood out of Sasebo bound for Hong Kong in which port she remained for a week before returning to Subic Bay late in December. On 27 December 1962, she began the long voyage back to Long Beach and reentered her home port on 8 February 1963 after stops at Guam, Midway, and Pearl Harbor. Post-deployment leave and upkeep followed. On 15 March, she resumed local operations out of Long Beach and devoted the remainder of 1963 and the first nine months of 1964 to type training, inspections, regular overhaul, and competitive exercises.

On 28 September 1964, the minesweeper sailed from Long Beach on her third assignment to the 7th Fleet in the western Pacific. En route, she made the usual stop at Pearl Harbor plus one each at Johnston Island, Kwajalein Atoll, Guam, and Okinawa before entering port at Sasebo on 23 November. After a repair period at that Japanese port, the vessel got underway on 7 December for mine exercises in cooperation with the Taiwanese Navy. She carried out that mission in waters near Taiwan between 11 and 17 December and then headed for Hong Kong where her crew celebrated Christmas. Departing Hong Kong on 27 December, she arrived at Subic Bay on the 30th.

Advance spent the first five weeks of 1965 in upkeep at Subic Bay and, on 7 February, headed for her first combat tour—in the recently escalated war in South Vietnam. She cruised the coastal waters of South Vietnam for about two weeks with Task Group (TG) 76.5, returning to Subic Bay on 22 February. She remained in Subic Bay for a fortnight and then headed back to Vietnam on 7 March. The minesweeper conducted special operations off the coast of South Vietnam until 9 April and then shaped a course for Australia. She arrived in Brisbane, Australia, on 30 April and spent about a week engaged in the festivities celebrating the Allied victory in the Battle of the Coral Sea in May 1942. During the second week in May, the warship visited Sydney, Australia; then made a four-day stop at Kembla, Australia; and got underway on 19 May to return home. She made stops at Fiji, American Samoa, Johnston Island, and Pearl Harbor before re-entering Long Beach on 26 June.

Following post-deployment standdown, *Advance* cruised the waters of the American Pacific coast until late in August when she began regular overhaul at a civilian shipyard. Although this work ended on 24 November, the ship remained moored at Long Beach for the rest of the year. Refresher and type training occupied her time until mid-May 1966. On 16 May, she departed Long Beach and headed back to the western Pacific. She made stops along the way at Pearl Harbor, Johnston Island, Kwajalein

Atoll, and Guam. At the latter island, the minesweeper underwent a 10-day repair period. She arrived in the Far East on 5 July. Eleven days later, she embarked upon her first Vietnam patrol of that deployment. Until mid-August, the minesweeper conducted missions in Operation "Market Time," the ongoing patrols to interdict communist waterborne logistics efforts. Her guns spoke in anger for the first time in her career on the second day of the patrol. A group of three junks refused to heave to when so ordered. *Advance* and an accompanying "swift" boat opened fire and promptly destroyed all three. Later in the patrol, the warship encountered a disabled cargo junk and towed it to a friendly village. She concluded the first patrol period of the deployment on 26 August when she entered Sasebo, Japan, for repairs.

She departed Sasebo on 10 September and, after a diversion to Subic Bay, took up her patrol station on the 24th. She cruised Vietnamese waters for 16 days and then departed the area on 8 October for upkeep at Subic Bay. Twenty days later, she headed back to Vietnam for her third "Market Time" patrol of the deployment. During that tour, she participated in one salvage operation and two search and rescue missions. On 19 November, *Advance* left Vietnamese waters once more, this time bound for Kaohsiung, Taiwan, for a tender availability alongside *Isle Royal* (AD-29). She departed Taiwan on 11 December for an eight-day visit to Hong Kong before resuming "Market Time" operations late that month. The minesweeper concluded another quiet patrol on 1 February 1967 and set a course for Subic Bay. She completed repairs there on 10 February and set out for home. The warship underwent repairs at Guam between 18 February and 5 March and then resumed her voyage back to the United States. She made stops at Kwajalein, Johnston Island, and Pearl Harbor before arriving back in Long Beach on 5 April 1967.

After post-deployment leave and upkeep, *Advance* embarked upon normal west coast operations. These included amphibious exercises, an operational readiness inspection, and type training. In mid-June, she was also called upon to spend two days shadowing a Soviet intelligence-gathering ship disguised as a trawler. Normal operations continued through the summer and into the fall. On 15 November, the ship entered a civilian shipyard in Long Beach for her regular overhaul which lasted through the end of 1967 and the first four months of 1968. On 6 May, she put to sea for post-overhaul shakedown and refresher training. Such employment continued until early in September.

On 9 September 1968, *Advance* stood out of Long Beach bound for the western Pacific once more. After the usual stops at Pearl Harbor, Johnston Island, Kwajalein, and Guam, as well as one at Yap Island, she arrived in Subic Bay in late November. On 25 November, she once again took up duties in Vietnamese waters, this time serving as barrier ship for the familiar "Market Time" patrol. *Advance* continued to alternate periods on "Market Time" patrol with repair and leave periods in various ports through the first week in March 1969. Later that month, she headed for home.

After about a year of normal operations along the west coast, *Advance* was deployed to the western Pacific in the spring of 1970 for the fifth and final time of her career. She conducted operations along the Vietnamese coast for two extended periods during the summer of 1970 before returning to the west coast that fall. In December 1970, *Advance* was placed out of commission and was berthed with the Mare Island Group, Pacific Reserve Fleet. Her name was apparently struck from the Navy list between 1 October and 31 December 1976. She was transferred by sale to Mr. Oskco Edwards of Capistrano Beach, Calif., on 6 January 1977.

Advance (MSO-510) earned five battle stars during the Vietnam conflict.

Advantage

(ATR-41: dp. 1,360; l. 165'5"; b. 33'4"; dr. 15'10" (f.); s. 12 k; cpl. 52; a. 1 3", 2 20mm.; cl. ATR-1)

ATR-41—a rescue tug built in 1942 and 1943 at Orange, Tex., by the Livingston Shipbuilding Co.—was transferred to the United Kingdom under terms of the lend-lease program sometime in April 1943. Records differ as to the exact date, varying between the 19th and the 23d. Named *Advantage* and assigned the pendant number W. 133, she served the Royal Navy through

the end of World War II. Returned to the United States Navy sometime in late 1945 or early 1946, the rescue tug was struck from the Navy list on 12 April 1946. By 31 July 1948, she had been sold in the Philippines to Bosey, Board of Supplies, Executive Yuan (the Chinese Government's agency in charge of disposal of surplus war material given by the United States Government to China.)

Advent

(AM-83: dp 295; l. 173'8"; b. 23'; dr. 6'6"; s. 16 k.; cpl. 65; a. 1 3", 1 40mm.; cl. *Adroit*)

Advent (AM-83) was laid down on 18 August 1941 at Portland, Oreg., by the Commercial Iron Works; launched on 12 March 1942; and commissioned on 19 August 1942, Lt. K. A. Tuttle in command.

Advent served on escort and patrol duty in the South and West Pacific throughout World War II. From 2 May until 8 October 1943, she operated out of Noumea, New Caledonia, on convoy screening duty. Her ports of call included Espiritu Santo; Sydney, Australia; Tongatabu; Efate, New Hebrides; and Guadalcanal.

The ship changed her base of operations to Guadalcanal in mid-October 1943. She made numerous runs to Espiritu Santo; the Treasury Islands; Noumea; Efate; Bougainville, Solomon Islands; Sydney; and Ulithi. On 1 June 1944, the name *Advent* was dropped, and the ship was designated *PC-1587*.

Between late August and mid-October 1944, *PC-1587* was based at Espiritu Santo. The highlight of her service during this period was her rescue on 11 October of the crew of a downed PBV aircraft. During November, the patrol craft operated from Guadalcanal; and, on 4 December, she shifted to Ulithi. By April 1945, *PC-1587* had completed five convoy runs to Kossol Roads, Palau Islands, and one to Guam.

In April, *PC-1587* assumed patrol duty at Saipan. The ship also escorted convoys to Iwo Jima, the Bonin Islands, Guam, and Tinian. On 17 October, she set a course for the California coast, sailing via Eniwetok and Pearl Harbor. She dropped anchor in San Francisco Bay on 13 November 1945.

Preparations for her deactivation were begun soon after reaching the west coast, and *PC-1587* was decommissioned on 22 January 1946. Her name was struck from the Navy list on 25 February 1946, and she was transferred to the Maritime Commission on 18 March 1948 for disposal.

Advocate

(Slp)

On 1 December 1861 in Mississippi Sound, Union screw steamer *New London* captured *Advocate*, a small fishing sloop flying Confederate colors. After the New York prize court condemned the vessel, the Navy purchased her, apparently to be sunk at Ship Island, Miss., to help form a temporary wharf at that Union Navy base. Records on the ship and her career are sparse—some indicating that, although she was paid for by the Federal Government, she was never actually delivered to the Navy—but it seems that *Advocate* was sunk as an obstruction in Petit Bois Channel, Ala. No details of this operation have been unearthed.

(AM-138: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Advocate (AM-138) was laid down on 8 April 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 1 November 1942; sponsored by Mrs. A. K. Brown; and completed on 25 June 1943. She was transferred to the Soviet Navy that same day as *T-111*. The Soviets have retained her since that time. *Advocate* was carried on the American Navy list—as *MSF-138* after 7 February 1955—until struck from that list on 1 January 1983.

Aegir

In Norse mythology, the god who presides over the stormy seas.

(AS-23: dp. 16,500; l. 492'; b. 69'6"; dr. 27'; s. 18.4 k.; cpl. 1,460; a. 1 5", 4 3", 4 40mm., 20 20mm.; cl. *Aegir*; T. C3-S-A2)

Aegir (AS-23) was laid down on 31 March 1943 under a Maritime Commission contract (MC hull 856) by Ingalls Shipbuilding Co., Pascagoula, Miss.; launched on 15 September 1943; sponsored by Mrs. James A. Sweeney; acquired by the Navy and placed in temporary commission on 20 November 1943 for passage to her conversion yard; turned over to the Todd Shipyards Corp., Brooklyn, N. Y., for conversion to a submarine tender on 3 December 1943 and simultaneously decommissioned; and placed in full commission at Brooklyn on 8 September 1944, Comdr. A. L. Prosser in command.

In early October, *Aegir* reported to New London, Conn., for shakedown. On 23 October, the tender got underway for Pearl Harbor via the Panama Canal and San Diego, Calif. She reached Hawaii on 18 November and was assigned to Submarine Squadron (SubRon) 24. *Aegir* traveled to Midway later that month. She remained stationed at that island until 1 September 1945. During this period, *Aegir* furnished refitting and tender services to the submarines of SubRon 24.

Aegir returned to the west coast of the United States on 11 September and was moored at the Mare Island Naval Shipyard. There, she furnished services to submarines awaiting decommissioning. *Aegir* was placed out of commission, in reserve, at Mare Island on 18 October 1946 and remained inactive until her name was struck from the Navy list on 1 June 1971. The ship was sold on 16 May 1972 to the National Metal & Steel Co., Terminal Island, Calif., and scrapped.

Aeolus

In Greek mythology—the god of winds.

I

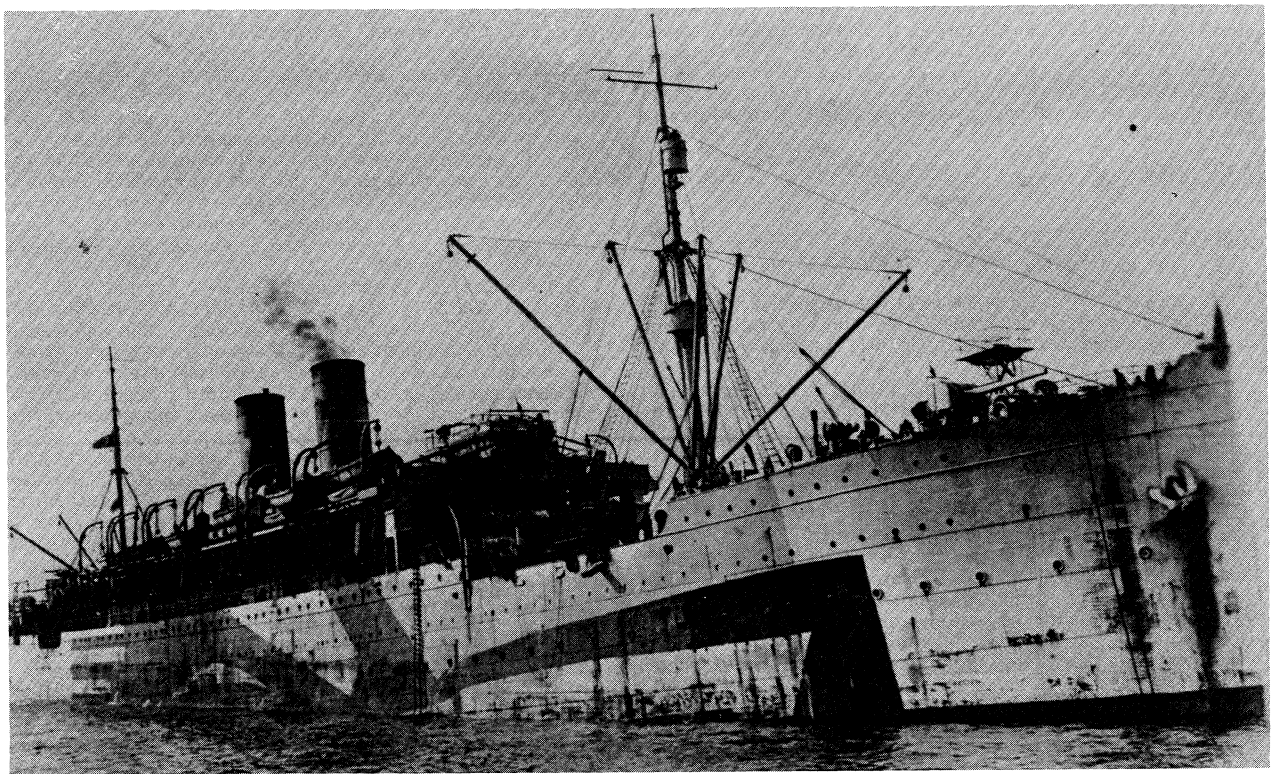
(ScStr: dp. 20,000; l. 580'10½"; b. 62'3"; dr. 30'0" (mean); s. 15.5 k.; cpl. 513; a. 4 5", 2 1-pdrs., 2 Colt mg., 1 Lewis mg., 9 "depth mines")

Grosser Kurfürst—a steel-hulled, twin-screw, passenger-and-cargo steamship launched on 2 December 1899 at Danzig, Germany, by the shipbuilding firm of F. Schichau for the *Norddeutscher Lloyd Line*—made her maiden voyage to Asiatic and Australian ports before commencing regularly scheduled voyages from the spring of 1900 between Bremen, Germany, and New York City which continued until the summer of 1914.

When World War I broke out in Europe, *Grosser Kurfürst*—a liner that boasted "enormous carrying capacity" and "excellent passenger accommodation" for all classes from first to steerage—was forced to seek shelter in American waters. The United States Government interned these ships wherever they had put into port, and upon the entrance of the United States into the hostilities on the side of the Allied and Associated Powers—on 6 April 1917—took them over for "safe keeping." Customs agents boarded *Grosser Kurfürst* in the port of New York, along with 30 other German and Austro-Hungarian vessels, and sent their crews to an internment camp on Ellis Island. However, before these sailors left their ships, they carried out a program of systematic destruction calculated to take the longest possible time to repair.

The Navy inspected *Grosser Kurfürst* and designated her the Id No 3005 and earmarked her for service with the Cruiser and Transport Force to carry troops to France. She commissioned as *Grosser Kurfürst* on 4 August 1917, at the New York Navy Yard, Comdr. Clarence S. Kempff in command. While the ship was undergoing the repairs and alterations necessitated by the German sabotage and in light of her expected role carrying troops across the Atlantic, General Order No. 320 of 1 September 1917 changed her name to *Aeolus*.

On 26 November 1917, the erstwhile luxury steamship, now wearing warpaint, departed the Port of Embarkation at Hoboken, N. J., bound for Europe on the first of eight round-trip voyages during World War I, carrying troops to the Old World. She reached St. Nazaire, France, on 10 December and spent Christmas in that French port before she headed home on the 28th, bringing the voyage to a close when mooring at Newport News, Va., nine days into the year 1918. Shifting thence to Hoboken, *Aeolus* again sailed to France and returned from Brest again to Hoboken.



Aeolus (Id. No. 3005), circa 1918, in very weathered and battered pattern camouflage. Note one of her main battery guns forward, with its associated rangefinder position located nearby. (NH 90626)

Two events highlighted the ship's wartime convoy experiences. The first occurred during the beginning of what was to be the ship's third voyage to France. *Aeolus*, in convoy, departed Hoboken on 23 April 1918. Two days out, a steering gear casualty in the transport *Siboney* (Id. No. 2999) forced that ship to leave her assigned place in the formation. *Aeolus*, to avoid collision with *Siboney*, altered course radically, and in so doing struck the transport *Huron* (Id. No. 1408) at about 2100 hours, 25 April. Fortunately, no lives were lost; but both transports were damaged which necessitated their turning back. *Aeolus* reached Hoboken on 28 April.

The second event occurred on 1 August 1918, while the ship was returning to the United States from Brest. At 0605, lookouts spotted what looked to be the wake of a submarine periscope, some 6,000 yards distant. Changing course, *Aeolus* stood to general quarters and within a minute of the sighting, her number one and three guns commenced firing. For the next few minutes, her gunners fired at the diminishing target until it pulled out of range at 0615.

While the signing of the armistice of 11 November 1918 signalled the end of hostilities—an occasion that found the ship en route from St. Nazaire to Newport News, Va.—it only meant the beginning of the task of returning American troops from “over there.” During the war, *Aeolus* had transported 24,770 men to the European battlefield in her eight voyages. In the postwar months, *Aeolus* conducted a further seven turn-around voyages, bringing back some 22,080 healthy veterans, and some 5,018 wounded and sick. Commencing her last voyage from Brest on 26 August 1919, *Aeolus* reached New York City on 5 September and was immediately detached from the Cruiser and Transport Force.

Decommissioned at Newport News on 22 September 1919 and turned over to the United States Shipping Board, *Aeolus* was presumably struck simultaneously from the Navy list.

Early in 1920, the Shipping Board let what one contemporary marine engineering journal called “one of the most extensive ship repair contracts ever awarded” in the history of the United States, to the Baltimore Dry Dock and Ship Building Co., of

Baltimore, Md., to renovate the ship. Over the next few months, *Aeolus* underwent massive alterations at a cost of nearly \$3,000,000.

Remodelled quarters, an extensive refrigeration system to preserve cargoes of frozen meats as well as the food to be consumed during the voyage, and the conversion of the ship from coal to oil fuel, all helped to make *Aeolus* one of the best-equipped liners afloat. Resplendent in her new livery—a battle gray hull with a white superstructure—*Aeolus* departed Baltimore on 20 November 1920 and proceeded to New York City where, shortly thereafter, she was turned over to her operators, the Munson Steamship Company.

Aeolus sailed under the Munson Line's house flag, carrying passengers and freight to and from South American ports until the summer of 1922. In August of that year, she came under the flag of the Los Angeles Steamship Co. and was renamed *City of Los Angeles*. After being thoroughly reconditioned for her new operators, the liner sailed on 11 September 1922 for her maiden voyage under her new name, bound for Honolulu, Hawaii, in a new dazzling white paint scheme. In early 1931, the handsome liner figured in an experimental shore-to-ship air mail flight. A Ford trimotor—flying from the Grand Central Air Terminal at Glendale, Calif.—followed *City of Los Angeles* out to sea and, off the California coast, dropped a bag containing 12,527 envelopes onto the passenger liner's deck. The March 1931 issue of the *Merchant Marine Bulletin* speculated that this was probably the largest single consignment of air mail ever to pass through the Honolulu Post Office.

City of Los Angeles plied the Pacific between Los Angeles and Honolulu until she was sold to Japanese interests in February 1937 and cut up for scrap.

City of Los Angeles plied the Pacific between Los Angeles and Honolulu until she was sold to Japanese interests in February 1937 and cut up for scrap.

The 42-foot motorboat *Aeolus*—built in 1915 at Detroit, Mich., by Joe Polliot—was inspected by the Navy and, although assigned the classification SP-186, was apparently never taken over for service.

The name *Aeolus* and new hull number ARL-42 were approved on 28 May 1945 for assignment to *LST-310* (q.v.), one of six tank landing ships earmarked for conversion to landing craft repair ships. However, due to the end of the war and to the Navy's ensuing reappraisal of its shipbuilding and conversion priorities, the conversion of *LST-310* was cancelled on 12 September 1945.

II

(AKA-47: dp. 4,087; l. 426'; b. 58'; dr. 16' (lim.); s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm., 10 20mm.; cl. *Artemis*; T. S4-SE2-BE1)

Turandot (AKA-47) was laid down under Maritime Commission contract (MC hull 1908) on 29 March 1945 by the Walsh-Kaiser Co., Inc., Providence, R.I.; launched on 20 May 1945; sponsored by Mrs. Charles H. MacLeod; and commissioned on 18 June 1945, Lt. Comdr. Francklyn W. C. Swicker, USNR, in command.

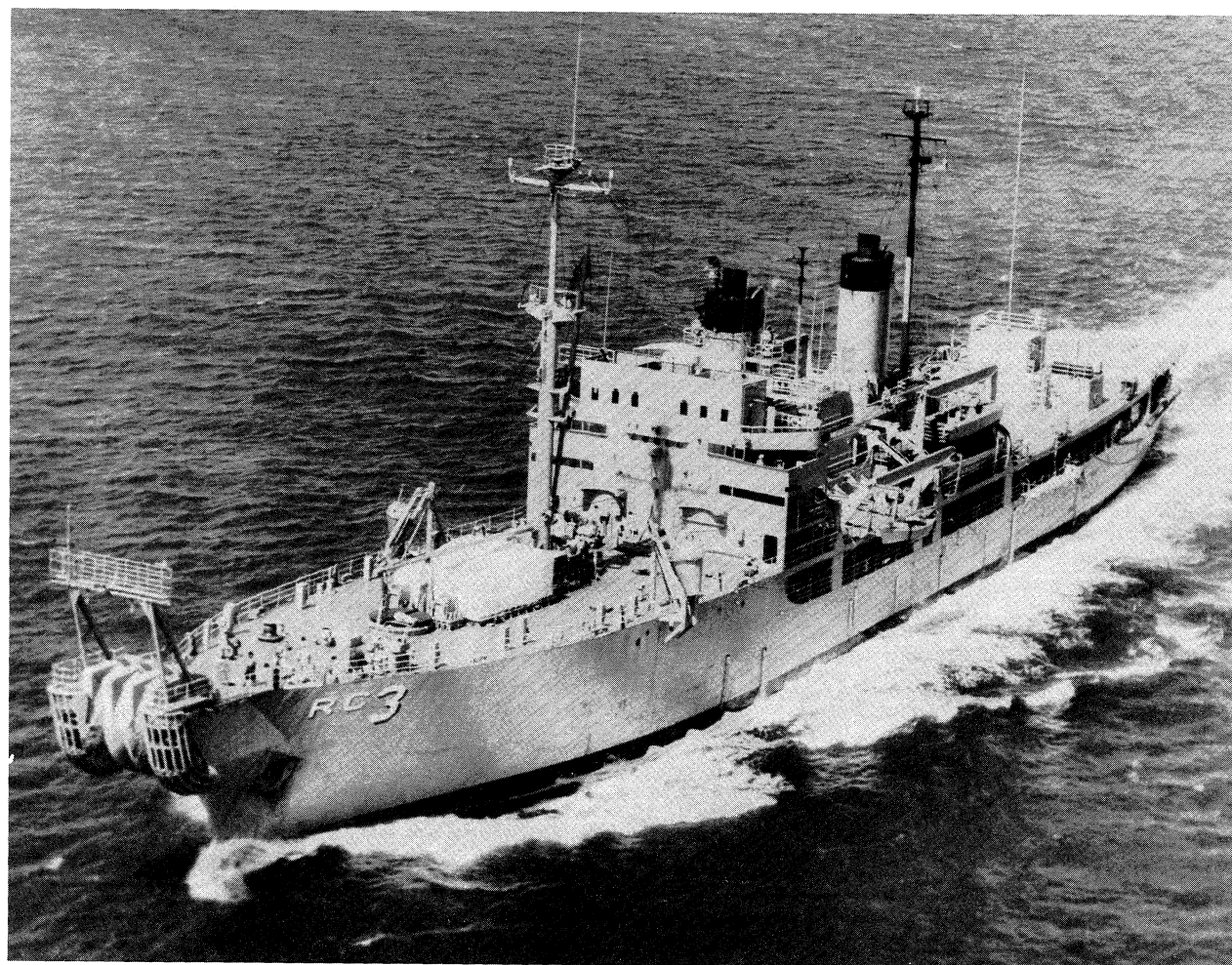
Following fitting out and conversion at the Boston Navy Yard, *Turandot* made her shakedown cruise in the Chesapeake Bay in July 1945. After undergoing availability at Norfolk, the new attack cargo ship took on passengers and cargo; then departed Hampton Roads on 24 July, bound for the Canal Zone. She transited the Panama Canal on 30 July and, early the next day, rendezvoused with *Barbero* (SS-317) for exercises en route to the Hawaiian Islands. On 10 August, she parted company with the submarine and made her way independently to Oahu, arriving at Pearl Harbor on 14 August 1945.

After discharging her cargo, she embarked 172 Army troops and departed the Hawaiian Islands on 7 September, setting her course for the New Hebrides. She arrived at Espiritu Santo on the 17th, discharged her passengers, loaded cargo, and embarked elements of the 85th Construction Battalion.

On 22 September, she got underway for the Marshalls. After fueling at Eniwetok, she continued on and arrived at Wake Island on 6 October. The following day, she discharged her cargo and passengers and returned to Eniwetok to begin "Magic-Carpet" duties, carrying troops back to the United States. She embarked more than 600 veterans, then got underway on 13 October and steamed via a great circle route to California. On Friday, 26 October, she entered San Pedro Harbor and disembarked her happy passengers. After voyage repairs at Terminal Island, she again got underway on 3 November, steaming for the Marianas. On the 19th, *Turandot* arrived at Saipan where she took on board more than a thousand returning troops. The attack transport departed Saipan on the 27th and completed the crossing at San Pedro on 12 December.

Repairs occupied most of the remainder of the month. *Turandot* opened the new year with a voyage to San Diego; then, on the 24th, continued southward to the Panama Canal and into the Atlantic. On 5 February, she arrived at Hampton Roads where she was decommissioned on 21 March 1946. *Turandot* was transferred to the Maritime Commission for disposal on 25 June 1946, and her name was struck from the Navy list on 17 April 1947.

On 4 November 1954, *Turandot* was reacquired by the Navy for conversion to a cable repair ship. Modified for her new mission at Baltimore, Md., by the Bethlehem Steel Co., she was



Aeolus (ARC-3) in the late 1960s. Note specially designed bow, and helicopter landing pad at the stern. (NH 82306)

renamed *Aeolus* and redesignated ARC-3 on 17 March 1955. *Aeolus* was placed in commission at Baltimore on 14 May 1955, Comdr. Merrill M. Sanford in command.

The ship spent almost a year operating along the Atlantic coast and in the West Indies, first completing her shakedown cruise and, later, engaging in cable and survey duty. On 27 February 1956, she stood out of Norfolk on her way to an extended tour of duty in the Pacific Ocean. *Aeolus* transited the Panama Canal on 3 March and commenced three years of operations based at San Francisco, Calif. She concluded that assignment on 2 March 1959 when she got underway from San Francisco to return to the Atlantic. Steaming by way of the Panama Canal and Norfolk, *Aeolus* arrived in Portsmouth, N.H., her new home port, late in March 1959.

Over the next three years, the cable repair ship operated from Portsmouth performing work along the east coast and in the West Indies. In June 1962, she voyaged to the Pacific once more for what was to have been a three-month temporary assignment out of San Francisco. Unforeseen events, however, extended her stay until December. In September when she first set out on the voyage home, *Aeolus* suffered damage in a collision with a merchant oil tanker. By late October, she completed repairs to that damage and headed for the Panama Canal again only to be recalled to perform some emergency cable work. Finally, after a six-hour stop at San Francisco for provisions, the ship embarked upon the voyage back to Portsmouth on 11 December. After celebrating Christmas 1962 at sea in the Atlantic, she moored to pierside at the Portsmouth (N.H.) Naval Shipyard on 28 December.

Following six weeks of leave and upkeep, *Aeolus* moved to the Boston Naval Shipyard in mid-February for regular overhaul. Completing repairs and post-overhaul shakedown training by the end of the first week in June, she resumed operations from Portsmouth that occupied her time until the summer of 1965. At that time, she returned to the Pacific Ocean for a temporary assignment in the Aleutian Islands of several months duration. The cable repair ship arrived back in Portsmouth, N.H., in November of 1965 and resumed operations in the Atlantic Ocean. That employment lasted almost a year and included port visits to Rota, Spain, and Lisbon, Portugal, in August of 1966. Between October and December of 1966, *Aeolus* carried out another temporary assignment in the Pacific while 1967 brought duty limited to the northern Atlantic. In May of 1968, the ship passed through the Panama Canal again for special operations in the Pacific Ocean. That duty took up the remainder of 1968. *Aeolus* arrived back in Portsmouth, N.H., on 12 January 1969.

The cable repair ship's commissioned service continued for almost five more years and included another visit to European waters during the summer of 1973. She returned to Portsmouth, N.H., from that voyage on 21 September 1973 and began preparations for her transfer to the Military Sealift Command (MSC). On 1 October 1973, *Aeolus* was decommissioned and turned over to MSC to be operated by a civil service crew. She continued to serve actively as USNS *Aeolus* until May of 1985 at which time she was laid up with the Maritime Administration's National Defense Reserve Fleet at its James River (Va.) facility. As of the middle of 1987, she was still there.

Aetna

An alternative spelling of Etna, a volcano in eastern Sicily.

The names of the three brigs *Aetna* appear more frequently as *Etna* (q.v.).

The first *Nausett* (q.v.)—a *Casco*-class light-draft monitor commissioned on 10 August 1865—was renamed *Aetna* on 15 June 1869, but resumed the name *Nausett* on 10 August 1869.

Affleck

Edmund Affleck—born in or near the year, 1732—entered the Royal Navy in 1745 and rose to the rank of post captain in 1757. During the American Revolution, he served on the American station for a time before participating in the campaign to relieve the siege of Gibraltar and distinguishing himself in the "Moonlight Battle" fought near Cape St. Vincent on 16 January 1780

In 1781, he returned to the American theater where he won distinction again in the defense of Saint Christopher's in January 1782 and in the Battle of the Saints fought near Dominica and Guadalupe on 12 April 1782. After returning to England in 1784, Affleck attained the rank of rear admiral of the blue, but his death on 19 November 1788 robbed him of the opportunity to wear his flag in a command at sea.

(BDE-71: dp. 1,300; l. 306'; b. 36'9"; dr. 10'9"; s. 24 k.; cpl. 200; a. 3 3", 2 40mm, 8 20mm., 1 dep. (hh.), 2 dct., 4 dep.; cl. *Buckley*)

Oswald (DE-71) was laid down on 5 April 1943 at Hingham, Mass., by the Bethlehem Steel Co.; but was assigned to the United Kingdom under lend lease on 10 June 1943 for transfer to the Royal Navy. The name *Oswald* was reassigned to DE-637 less than two weeks later, on 23 June 1943. DE-71 was launched on 30 June 1943. Completion of the ship and her acceptance by the United States Navy came simultaneously on 29 September 1943. She was also delivered to the Royal Navy that same day and commissioned as HMS *Affleck* (K.462).

During her World War II service, *Affleck* garnered "battle honors" in the North Atlantic, off Normandy, and in the English Channel. She figured in the destruction of four U-boats; *U-91* on 25 February 1944, in company with *Gore* (K.481) and *Gould* (K.476); *U-358* on 1 March 1944, in company with *Gould*, *Gore*, and *Garlies* (K.271); *U-392* on 16 March 1944, in company with the long-range escort vessel *Vanoc* (H.33) and planes from VP-63; and *U-1191* on 25 June 1944 with *Balfour* (K.464).

At 1240 on the day after Christmas of 1944, while on patrol in the English channel some 10 miles north of Cherbourg, *Affleck* took a hit from a German acoustic torpedo—fired from *U-486*—which struck near the port rudder. Although consequent correspondence indicates that the ship was "not in such a condition to warrant scrapping" and that "consideration [should] be given to towing this vessel to Belfast for repairs utilizing the stern section" of sister ship *Whitaker* (K.580), *Affleck* remained inactive through the spring of 1945, earmarked for conversion to a fast transport (APD). Further correspondence on the matter that spring and early summer reflect that the Admiralty did not desire to return the damaged *Affleck* to operational status. The American Navy complied with the Admiralty's request, in August 1945, to take custody of the ship in British waters; and she was stricken from the Navy list on 17 September 1945. She was sold to the Lisbon-based Transcontinental Victory Commercial Corporation, Ltd., on 24 January 1947, and scrapped.

Affray

I

(AMc-112: dp. 205; l. 89'6"; b. 24'4"; dr. 10'9"; s. 10.0 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Acme*)

The first *Affray* (AMc-112)—a wooden-hulled, coastal mine-sweeper built in 1941 at Tacoma, Wash., by the Tacoma Boat Building Co.—was acquired by the Navy late in 1941 and was placed in service on 2 December 1941, Lt. R. I. Thieme, USNR, in command.

Though she may have performed some duty at Seattle initially, *Affray* spent the bulk of her active career at Kodiak, Alaska. Her war diary does not begin until 1 July 1942, and, by that time, the warship was already at Kodiak conducting sweeps for mines and making other patrols on a daily basis. She remained so occupied throughout World War II. *Affray* returned to Seattle in mid-October of 1945 and began preparations for inactivation. She was placed out of service on 10 December 1945, and her name was struck from the Navy list on 3 January 1946. On 23 March 1946, she was sold back to her former owners

II

(MSO-511: dp. 750; l. 173'; b. 36'; dr. 14'; s. 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg.; cl. *Acme*)

The second *Affray* (MSO-511) was laid down on 24 August 1955 at Boothbay Harbor, Maine, by Frank L. Sample, Jr., Inc.; launched on 18 December 1956; sponsored by Mrs. John A. Glick;

and commissioned on 8 December 1958, Lt. Comdr. Charles I. Williams in command.

After fitting out, *Affray* devoted the first six months of 1959 to shakedown and type training. At the end of June, she entered the Charleston Naval Shipyard for post-shakedown overhaul. Complicated by the addition of modernization alterations, the repair period lasted into 1960. After completing final acceptance trials, the minesweeper joined the Atlantic Fleet Mine Force and, for almost a decade, alternated between deployments to the Mediterranean with the 6th Fleet, extended tours of duty in the West Indies, and a variety of assignments out of her home port. Her duties during cruises to the Mediterranean and the West Indies consisted mainly of exercises and goodwill visits to various ports. Her operations out of Charleston took a number of forms. In October 1962, *Affray* provided support for a Project Mercury space shot. Later in 1966, she participated in a succession of tests for such organizations as the Bureau of Ships, the Mine Warfare School, the David Taylor Model Basin, and the Naval Ordnance Laboratory Test Facility.

At the end of October 1969, the minesweeper concluded her final deployment to the Mediterranean Sea. Assignments in the West Indies, however, remained an important feature on her agenda as did support services for the Mine Warfare School and for Navy research and development activities. In 1973, *Affray's* assignment was changed significantly. On 1 July, she received orders reassigning her to naval reserve training duty. On 1 October, the warship reported for duty at her new home port—Portland, Maine. Since that time, the minesweeper has served as a drill platform for naval reservists. In addition, she has continued to participate in major exercises emphasizing minesweeping and amphibious warfare. On 1 October 1981, after being based eight years at Portland, *Affray* was reassigned to Newport, R.I. As of the end of 1986, she was training naval reservists from her base at Newport.

Agamemnon

Son of Atreus and brother of Menelaus, Agamemnon was the leader of the Greek forces arrayed against Troy in the Trojan War, described in Homer's epic poem, *The Iliad*. Some scholars believe that he was "a historical figure," a ruler of the Mycenaean or Achaean states of the Greek mainland.

(Id. No. 3004: dp. 25,530; l. 706'3"; b. 72'3"; dph. 40'2¼"; dr. 29'10"; s. 23.5 k.; epl. 962; trp. 3,516; a. 4 6", 2 1-pdrs., 2 Colt mg., 1 Lewis .30-cal. mg., 10 dc.)

Kaiser Wilhelm II—a steel-hulled, twin-screw express passenger steamship—was built for the North German Lloyd Line by Vulkan Aktiengesellschaft at Stettin.

Kaiser Wilhelm II made her first Atlantic crossing in 1903 and, for a decade, operated with speed and efficiency between

Bremen and New York. She was at sea, en route to the United States, when World War I began on 3 August 1914. She reached New York on the 6th, arriving off the Ambrose Lightship with only her running lights showing and dispensing with the usual whistle signals. To evade capture by three British cruisers, she had kept within the three-mile limit during the last hours of the passage.

On 6 April 1917, the day the United States entered World War I, the collector of the Port of New York seized *Kaiser Wilhelm II*—along with 26 other German vessels—in New York harbor, to prevent the ships' destruction at the hands of their crews. However, unbeknownst to the Americans, *Kaiser Wilhelm II's* crew had "commenced tampering with the machinery" as early as 31 January 1917. Her engineering plant had been extensively sabotaged; and two and one-half years of enforced idleness had not helped the condition of the engines.

Preliminary repairs were made at Hoboken, and on 22 May the ship was towed to the New York Navy Yard for conversion to a troopship. During overhaul and fitting out, she served as a temporary receiving ship, sometimes feeding as many as 5,000 men in one day.

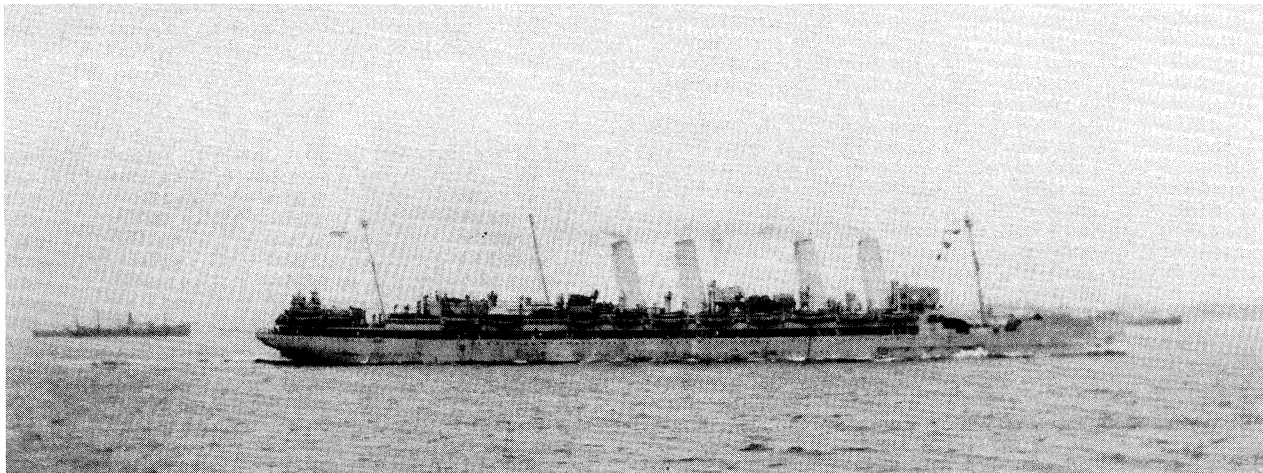
The Navy formally took over the ship on 21 August 1917 and that day placed her in commission as USS *Kaiser Wilhelm II*, Capt. Casey B. Morgan in command. On 1 September 1917 Secretary of the Navy Josephus Daniels ordered her name changed to *Agamemnon*.

After trials, *Agamemnon* embarked troops at Hoboken for her first voyage with the Navy's Cruiser and Transport Force. She got underway on 31 October 1917 with a convoy of transports and escorting warships, and headed for France. During the following days her crew drilled in torpedo defense, firefighting, and abandon-ship procedures. Lookouts and gun crews were exercised.

On the evening of 9 November, transport *Von Steuben* made a course change which put her on a collision course with *Agamemnon*. *Von Steuben* put her helm over, but responded slowly; her bow sliced a small opening in *Agamemnon's* side at her forward well deck. As *Von Steuben* sheered away, the two ships came together beam-to-beam, demolishing some of *Agamemnon's* boats. One of *Agamemnon's* embarked soldiers fell from her deck during the collision, but landed on *Von Steuben's* forecastle and escaped injury. The troop convoy arrived at Brest on 12 November and disembarked the first American troops to land at that port. Congestion delayed disembarkation, and *Agamemnon's* unloading was not completed for some days.

Coal was in short supply at French ports, and *Agamemnon* coaled at Southampton before sailing for the United States, arriving at Hoboken on 17 December. Her collision damage was repaired, and she departed for France with a troop convoy in mid-January 1918.

Five days out, the convoy ran into heavy seas; *Agamemnon* was pitching badly when a report came to the bridge that a man had fallen overboard. Stopping at once and turning on running



Agamemnon (Id. No. 3004), bringing the 102d Division home from Europe, circa 1918–1919. (NH 57482)

lights, *Agamemnon* then began to circle back in hopes of picking up her missing man. As she turned her rudder full left, a heavy wave hit the rudder, jamming it; *Agamemnon* fell into the trough of the sea and took a 43-degree roll. Some material came adrift on board, but the ship suffered no serious damage. After steering with her engines until the reserve steering engine was connected, *Agamemnon* resumed her voyage. The next morning, a muster of all hands turned up no absentees, indicating that the report had been a false one. *Agamemnon* touched briefly at St. Nazaire before arriving at Brest on 24 January; she returned to Hoboken on 11 February 1918.

The next two voyages, carrying troops from Hoboken to Brest, were without incident. After a brief drydocking at Norfolk, *Agamemnon* again sailed from Hoboken on 6 May 1918 carrying 4,967 men, the largest number she would carry on one passage. Summer weather and smooth seas permitted doubling the number of men embarked in each compartment. Half slept in the compartments at night and remained on deck during the day; the other half occupied compartments by day and slept on deck. The men enjoyed excellent health, probably due to the fact that they were in the open air for at least 12 hours each day. Thorough compartment cleaning twice a day helped maintain sanitary conditions.

Bathing facilities, as could be expected, were taxed. "In order to relieve congestion," *Agamemnon's* medical officer reported, "a space on the boat deck was selected and by means of a hose a large number of troops were bathed . . . combining recreation and sport at the same time."

As she returned to the United States, *Agamemnon's* radio picked up a warning of German submarine activity off the American seaboard. The submarine *U-151* had sunk five American ships; discovery of their loss provided the Navy with the "first definite news of the actual presence of a submarine in home waters." *Agamemnon* set the war-zone gun watch, darkened ship, and bent on more speed to reach Hoboken safely on 3 June.

Agamemnon's sixth voyage was broken only by firings at "suspicious objects" spotted floating in the water; as she approached Brest on her next crossing, screening destroyers depth-charged what was thought to be a submarine contact. Returning from France, the transport carried sick and wounded soldiers back to the United States. After voyage repairs at the New York Navy Yard, she returned to Brest, again going to general quarters when other ships in her convoy fired at another "suspicious object."

The return voyage took a more serious turn. *Agamemnon* sailed from Brest on 5 September with the transport *Mount Vernon* and six destroyers. At 0685 the next morning, her lookouts sighted a periscope one-hundred yards off the port bow. Sounding her siren, the big transport turned up flank speed as one of her light guns fired a shot at the periscope to warn the other ships. Within a minute of the initial sighting, a torpedo from *U-82* struck *Mount Vernon*, killing and wounding 48 men. *Agamemnon* resumed her course while the damaged *Mount Vernon* turned back to Brest for repairs. Three hours later one of the escorting destroyers sounded the submarine alarm signal; the transport sped up as one of her 6-inch guns fired at what turned out to be a piece of floating debris. On her return to Hoboken, *Agamemnon* was visited by Secretary of the Navy Josephus Daniels and Rear Admiral Albert Gleaves, commander of the Cruiser and Transport Force.

On 20 September 1918 *Agamemnon* again got underway for France, this time in company with transport *America*. Near noon on 24 September, *America* fired a warning shot at a purported submarine. *Agamemnon* sounded general quarters and closed all watertight doors. One of her 6-inch guns fired twice, at the wake astern of *America*, but without result. Five destroyers joined the two big troopships a day out of Brest and the ships arrived at their destination on 29 September.

The outbreak of influenza on board during this voyage taxed the ship's four medical officers and 25 corpsmen, who "worked indefatigably in looking after the sanitation, the isolation and care of the sick." All pneumonia cases were quickly moved on deck, in cots, and *Agamemnon* reached Brest on 29 September without loss of life. Congestion in the hospitals at Brest would not permit the patients to be removed from the ship. While *Agamemnon* was in port, six soldiers and two of her sailors died.

Clearing Brest on 2 October, *Agamemnon* reached Hoboken on the 10th. The influenza epidemic had reached deadly propor-

tions, and the number of troops she embarked for her next crossing was comparatively small.

She returned to Hoboken on 5 November; the signing of the armistice, six days later, found her undergoing voyage repairs. *Agamemnon* cleared Hoboken on 17 December 1918 for her first peacetime crossing. During the next eight months the big troopship made nine such voyages to Brest, taking replacements to France and carrying soldiers of the American Expeditionary Force back to the United States. During two of these crossings Commander Raymond A. Spruance, the future commander of the Fifth Fleet in the Pacific during World War II, served as *Agamemnon's* executive officer.

Agamemnon's crew had nicknamed her "Rolling Billy," and she lived up to her nickname while returning from Brest on 30 January 1919. A North Atlantic gale caused her to roll heavily; seas swept her decks and smashed ports. Thirty-three soldiers were injured by splinters of flying glass. The transport ended her last Navy voyage at Hoboken on 18 August 1919. During her period of service, she had carried 37,979 soldiers and sailors to Europe and brought 41,944 back.

On 27 August 1919 *Agamemnon* was decommissioned as Hoboken and turned over to the War Department. Her name was struck from the Navy list the same day. *Agamemnon* served as an Army transport until the mid-1920s, when she was inactivated and placed in reserve at Solomons Island, Maryland. Though she was renamed *Monticello* in 1927, she saw no further service but remained at her moorings with transports *Mount Vernon*, *George Washington*, and *America* in the custody of a caretaker crew. All four ships were sold for scrapping in 1940; the former *Agamemnon* was towed to the breakers in September of that year.

Agamenticus

A mountain in York County, Maine, whose name is an Indian term meaning "the other side of the river." Its highest peak is 673 feet high and is used as a landmark by sailors.

(Mon: dp. 3,395; l. 250'; b. 53'8"; dph. 15'; s. 8.5 k.; cpl. 150; a. 4 15" D. sb; cl. *Miantonomah*)

Agamenticus—a twin-screw, double-turreted ironclad monitor—was laid down sometime in 1862 at the Portsmouth (N.H.) Navy Yard and launched on 19 March 1863. Since operational experience with the monitors during the Civil War had shown the necessity for better ship-control and navigational facilities, *Agamenticus* underwent alterations in the first few months of 1864, notably the addition of a "hurricane deck" that extended between the two turrets and over the machinery spaces amidships.

Commissioned on 5 May 1864 at Portsmouth, Lt. Comdr C. H. Cushman in command, *Agamenticus* operated off the northeast coast of the United States, from Maine to Massachusetts, until decommissioned at the Boston Navy Yard on 30 September 1865. She remained laid-up for nearly five years and, during that time, on 15 June 1869, was renamed *Terror* (q.v.).

Agassiz

Born into a Huguenot family in Motier-en-Vully, Switzerland, on 28 May 1807, Jean Louis Rodolphe Agassiz—one of the most widely recognized naturalists of his era—visited the United States in 1846 and soon decided to make America his home. He was quickly accepted by the leading scientists of the New World and began a lifelong association with the United States Coast Survey and made many voyages in its steamers, conducting studies of plant and animal life in waters along the Atlantic and gulf shores of his adopted nation. In 1848, he accepted Harvard University's chair of natural history. After devoting more than a quarter of a century to advancing the cause of science in the United States, Agassiz died at Cambridge, Mass., on 12 December 1873.

Soon after the outbreak of the Civil War, the United States Coast Survey ship *Agassiz* was transferred to the Revenue Cutter Service and took the place of *Arago* as a receiving ship in

New York harbor. On 30 December 1861, she was ordered to Sag Harbor at the end of Long Island, N. Y., and served as a revenue cutter at that port into the spring of 1862. On 4 June 1862, the vessel was ordered to New London and arrived at her new base six days later.

On 23 December 1862, *Agassiz* departed New London and headed south for service in the sounds of North Carolina. She arrived at New Bern, N. C., on 11 January 1863 and supported both Army troops and warships of the Union Navy in those dangerous waters into the summer. It is logical to assume that, during this assignment, she was subject to Navy orders, but no documents supporting this hypothesis have been found. The highlight of her service in the war zone came on the night of 13 and 14 March 1863 when she helped Union gunboats *Hunchback*, *Hertz*, *Ceres*, and *Shawsheen* in their efforts to repel a heavy attack by Confederate soldiers against Fort Anderson, N. C., on the Neuse River.

After that action, Comdr. Alexander Murray, the senior naval officer in the sounds of North Carolina, praised "... the efficient service rendered by Lieutenant Commanding Robert H. Travers, of the U. S. revenue cutter *Agassiz* ... The gallant part taken by that vessel was alike creditable to its commanding officer and serviceable in the repulse of the enemy."

After the damage the cutter had suffered during the action had been repaired by the Norfolk Navy Yard, *Agassiz* returned north and arrived at New Bedford, Mass., on 27 July 1863, and she seems to have served there through the end of the Civil War. She moved to Newport, R. I., on 10 October 1865; and, on 29 December of that year, was ordered to New York where she was transferred back to the Coast Survey.

Agate

A multicolored quartz, commonly gray with waxlike luster and frequently containing brighter colors arranged in stripes.

(PYC-4: dp. 168; l. 100'2"; b. 21'; dr. 11'2"; s. 11.8 k.; a 1 1-pdr., 2 .30-cal mg, depth charges)

Stella Polaris—a yacht built in 1930 at Camden, N. J., by the Mathis Yacht Building Co.—was purchased by the Navy on Navy Day, 27 October 1940 from Mr. Livingston L. Short, a prominent insurance industry leader of New York, for service as a minesweeper; renamed *Goldcrest* on 14 November; redesignated PYC-4 on 23 November 1940; renamed *Agate* on 13 December 1940; converted to naval service at Neponset, Mass., by George Lawley & Sons; and commissioned at the Boston Navy Yard on 31 January 1941, Lt. Harry A. Adams, USNR, in command.

Assigned to duty with the 15th Naval District in the Panama Canal Zone, the former yacht—now a coastal patrol vessel—departed Boston on 19 February. Along the way, she made stops at Hampton Roads and Yorktown in Virginia, Charleston in South Carolina, and at Guantanamo Bay, Cuba, before arriving at Colon in the Canal Zone on 25 April. *Agate* spent her entire Navy career patrolling the waters along both coasts—Atlantic and Pacific—of the Canal Zone. When cruising along the Atlantic side, she operated out of Coco Solo and, when patrolling off the Pacific end, Balboa. She continued that duty through most of World War II but appears never to have engaged enemy forces. On 12 August 1944, with about a year of hostilities to go in the war, she was detached from duty in the 15th Naval District. The yacht departed Coco Solo on that same day. Steaming via Guantanamo Bay and Charleston, she arrived at the Philadelphia Navy Yard on 1 September. On 29 September 1944, *Agate* was decommissioned and turned over to the Commandant, 4th Naval District, for disposal. Her name was struck from the Navy list on 14 October 1944. She was sold on 3 July 1945 through the Maritime Commission's War Shipping Administration.

Agawam

A small river in eastern Massachusetts which empties into the Atlantic at the northwestern end of Buzzards Bay; and a town in Hampden County, Mass. Agawam is an Indian word meaning lowland, marsh, or meadow.

I

(SwGbt: t. 974; l. 205'; b. 35'; dph. 11'6"; dr. 8'4"; s. 11 k.; cpl. 145; a. 2 100-pdr. r., 4 9" sb., 2 24-pdr. sb., 1 12-pdr. sb., 1 12-pdr. r.; cl. *Sassacus*)

The first *Agawam*—a double-ended, side-wheel, gunboat built at Portland, Maine, by George W. Lawrence—was laid down in October 1862; launched on 21 April 1863; and commissioned on 9 March 1864, Comdr. Alexander C. Rhind in command.

On 9 December 1863, some three months before *Agawam* was placed in full commission, Southern agents and sympathizers had boarded the steam packet *Chesapeake* at New York under the guise of being passengers bound for Portland, Maine. Shortly after midnight on the 7th, when the liner had reached a point some 20 miles north of the tip of Cape Cod, these men revealed their formerly concealed side arms and took over the ship, killing her second engineer. From there, they took the ship to Canadian waters in the hope that their daring act would provoke Union warships into violating British neutrality and thereby embroil the United States in a war with England.

When word of *Chesapeake's* capture reached Portland, the deputy collector of customs at that port wired Rear Admiral Francis Hoyt Gregory, the supervisor of construction of all Union warships then being built in private shipyards, informing him of the loss and requesting permission to arm, man, and send out in pursuit the unfinished but seaworthy *Agawam*. Temporary arms, officers, and men for the new warship would come from the revenue cutter *James C. Dobbin* which had arrived at Portland in July.

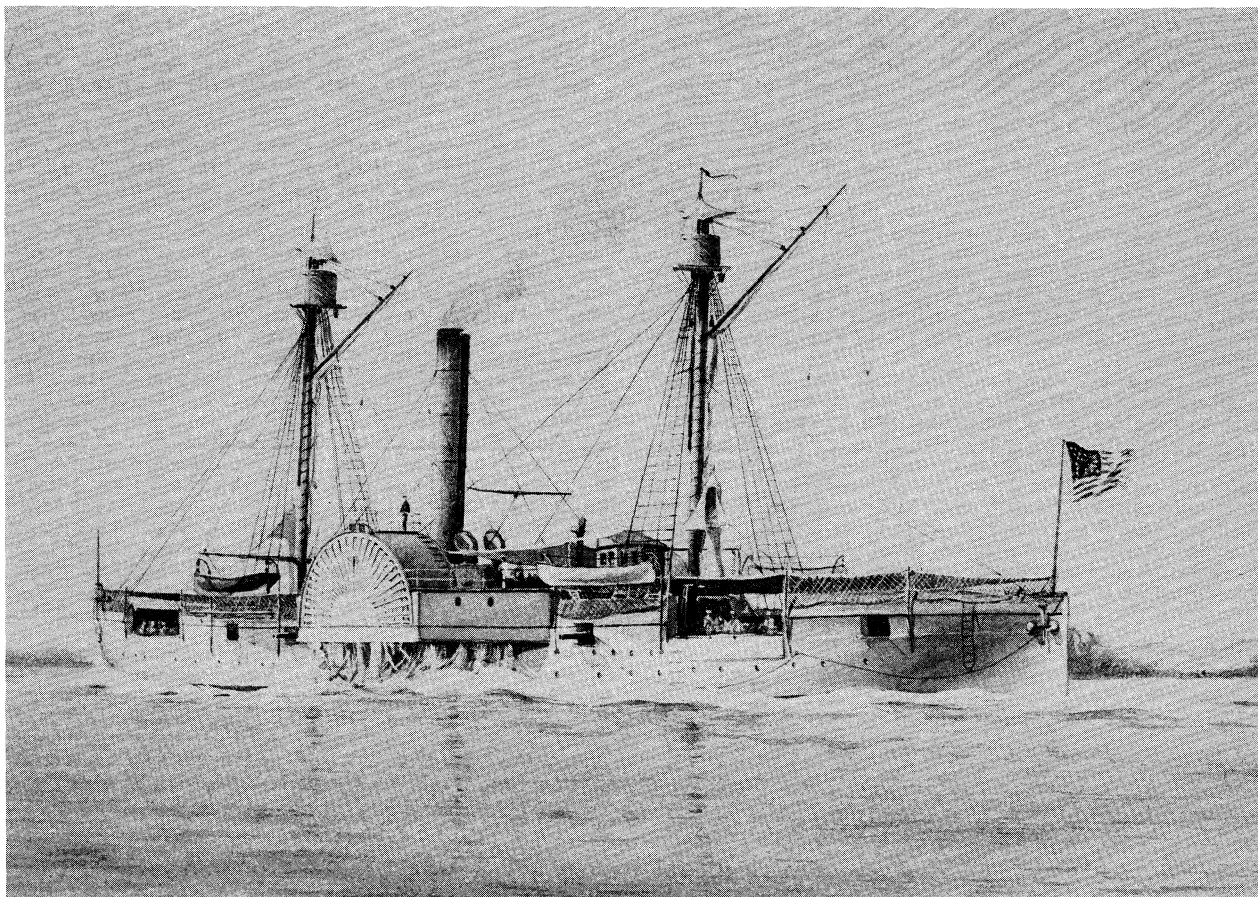
The Navy's extant records seem to contain no report of *Agawam's* chase of *Chesapeake*, if, indeed, she ever did join the hunt for the stolen ship. The flurry of Federal correspondence stirred up by the audacious Confederate coup contains both statements maintaining that she did at least get underway and evidence indicating that she did not. Thus, her role in the *Chesapeake* affair, if any, will remain a mystery unless now unknown documents come to light.

In any case, after being commissioned, *Agawam* remained in the Portsmouth Navy Yard fitting out until standing down Portsmouth harbor on 17 March. However, she returned to the yard two days later and entered drydock for repairs before heading back to Portland on 18 April.

Assigned to the North Atlantic Blockading Squadron, the steamer finally stood out to sea on 6 May, two days after the Army of the Potomac crossed the Rapidan River to begin General Grant's offensive against Richmond which kept unrelenting pressure on General Robert E. Lee's Army of Northern Virginia until it was bottled up in the siege of Petersburg and finally forced it to surrender at Appomattox. *Agawam* would perform most of her Civil War service in support of this drive.

When she was finally deemed ready for active service, the gunboat departed Portland on 6 May, only two days after Grant's troops crossed the Rapidan and the day after troops led by Major General Benjamin F. Butler landed on Bermuda Hundred, a large neck of land between the James and its tributary, the Appomattox River. This territory was strategically located some 15 miles south of Richmond and about seven miles north of Petersburg, probably the last important railroad center remaining in Southern hands. Butler's operation was designed to cut the railroads and to take or, at least, to threaten these vital Confederate cities. General Grant—then General-in-Chief of the United States Army—hoped that Butler's campaign would—as a bare minimum—interrupt the flow of food from the deep south and the west through Richmond to Lee's troops. According to this plan, if Butler did not take the Confederate capital, his operations would draw significant troops away from Lee's Army, starve it, and so weaken it that the Union force pushing down from the Rapidan would be able to overrun Richmond or link up with Butler and join in investing these key Southern cities. In any case, even moderate success on Butler's part should quickly end the war.

But moderate success for Butler was not forthcoming. By the time *Agawam* reached Hampton Roads on 9 May, the Union commander had squandered his initial advantage of surprise by his hesitation to launch vigorous attacks toward his initial objectives, the railroad and the turnpike connecting Petersburg and Richmond. This delay enabled the Confederacy to bring



Agawam, as depicted in this R. G. Skerritt watercolor circa 1899. Note covered crowsnests at both masts and netting strung up above the bulwarks to prevent boarding. (NR&L(O) 18625)

major reinforcement to their previously almost undefended works in the area. Then, the presence of Southern soldiers in the area prompted Butler to remain within strong defensive lines where he could do almost nothing to help the Army of the Potomac as it fought its way toward Richmond in a series of bloody engagements beginning with the Battle of the Wilderness.

Meanwhile, it was the task of the Union Navy to maintain control of the James lest Butler's 30,000 troops at Bermuda Hundred be cut off and annihilated. *Agawam* reached Hampton Roads on 9 May and two days later stood up the James to join other Union ships in protecting Butler's transports and supply ships which were threatened by torpedoes, shore batteries, and a possible attack by Confederate ironclads which were lying in the river above the Confederate batteries of Fort Darling at Drewry's Bluff. The danger lurking in the muddy waters of the James had recently been emphasized by the sinking of *Commodore Jones* on the 6th while that side-wheel ferryboat was dragging for Southern torpedoes, or, in 20th century parlance, mines.

On the 14th, Rear Admiral Samuel Phillips Lee, the commander of the North Atlantic Blockading Squadron, shifted his flag from *Malvern* to *Agawam* since the latter drew less water and thus would enable him to supervise minesweeping operations more closely, and he remained in the new side-wheeler while giving his primary attention to operations in the James during the ensuing month and one-half. *Agawam's* first combat came at dawn on the 18th when she shelled Confederate forces "... intrenching the heights at Howlett's house, commanding Trent's Reach," a straight stretch of the river flowing east along the northeastern section of Bermuda Hundred. During this time, besides serving as the squadron flagship, she helped to clear the river of mines, was a mobile platform for observation of Confederate activity along both banks of the river, acted as an intelli-

gence and communication clearinghouse, and used her guns to suppress Southern batteries ashore.

From first planning to land a force at Bermuda Hundred, General Butler had been fearful that Confederate warships might descend from Richmond and sink his transports and supply ships. Once his troops were actually ashore on the south side of the river, the general's anxiety was intensified by daily rumors reporting that the South was ready to launch just such an offensive. For instance, late in May, a deserter from the Southern gunboat *Hampton* warned that "... the enemy have now below Drewry's Bluff three ironclads, six smaller gunboats, plated with boiler iron ... all mounted with torpedoes, and nine fire ships ... to attack at as early a moment as practicable ..."

Confident in the ability of his warships, Admiral Lee was eager to meet the Southern squadron and was hopeful that his flotilla might ascend James past the batteries at Drewry's Bluff and capture Richmond himself the way Farragut had taken New Orleans. As a result, he constantly opposed obstructing the channel. However, early in June, Grant decided to shift the Army of the Potomac from its lines at Cold Harbor across the James to join Butler in operations against Richmond from the South. This plan made Union control of the River even more important and prompted Washington to insist upon blocking the channel. The first stone-laden schooner was sunk on 15 June and the operation continued until Army leaders felt safe from Southern ironclads.

This barrier increased the security of Union shipping on the James and reduced the burden on the Union warships on the river, freeing Admiral Lee to attend to squadron matters elsewhere. As a result, he shifted his flag back to *Malvern* on the last day of June and returned to Hampton Roads.

Agawam remained upriver where, despite the obstructions, she found ample opportunity to use her fighting skills. The pres-